Does the Government contemplate to take up this issue seriously and direct the school authorities to ensure admission of these children to schools, if they are detected to be juvenile diabetics? What are the Government's plans to ensure that minimum medical facilities are given to these children so that they pursue their academic career and become productive citizens of the country?

SHRI K. B. KRISHNA MURTHY (Karnataka) : Sir, I also associate myself with what Miss Mabel Rebello has stated.

THE MOTOR VEHICLES (AMENDMENT) BILL, 2001

श्री बलवन्त सिंह रामूवालिया (उत्तर प्रदेश) : सभापति महोदय, मैं जिक्र कर रहा था कि दो प्रतिशत यानी 55 लाख लोग..

MR. CHAIRMAN: Your party's time is already over. Please conclude now.

श्री बलवन्त सिंह रामूवालिया : सर, चार-पांच मिनट बोलना है।

श्री सभापति : हां, हां बोल लीजिए।

श्री बलवन्त सिंह रामूवालिया : सभापति महोदय, मैं यह कह रहा था कि ट्रक व्यवसाय की बहुत बुरी हालत हो गई है। ट्रेफिक की लूट, ट्रांसपोर्ट पांच नम्बर की लूट, डीटीओ, आरटीओ वाले लूटते हैं इसलिए किसानों की तरह ट्रक वाले भी खुदकुशी करने के बारे में सोच रहे हैं। मैं पंजाब की ये पर्चियां लाया हूं, मैं आपके माध्यम से माननीय मंत्री जी को दिखा रहा हूं कि ये पर्चियां हैं जो ट्रक वाले दरिया से रेता, बालू लेकर आते हैं उनसे एक राज शासन में बैठी पार्टी के लोग पैसा लेते हैं, कोई आठ सौ रुपया...

श्री सभापति : यह मत दिखाइये। Please do not show this.

श्री बलवन्त सिंह रामूवालिया : सर, मैं नहीं दिखाता हूं। मैं रख देता हूं, लेकिन जिक्र तो जरूर करूंगा। सर, इन पर्चियों में न किसी का नाम है, न किसी गांव का नाम है, न किसी कांट्रेक्टर का नाम है।...

श्री सभापति : फिर आप पर्ची क्यों रेफर कर रहे हैं?

श्री बलवन्त सिंह रामूवालिया : उनसे पैसे लिये जा रहे हैं, कोई ऐसी जगह नहीं है जहां पर पैसे न लिये जाते हों। वहां पर बहुत करप्शन है। आपने हुक्म दे दिया, मैं नहीं छेड़ता, मैं पर्चियों का जिक्र नहीं करता हूं। जब ट्रक दरिया से निकलते हैं तो 100 रुपये सरकार को देते हैं और उनसे 700 रुपये राजनीतिक गुण्डा टैक्स भी लिया जा रहा है, फिरोजपुर से लेकर जालन्धर तक, रोपड़ और जो सारा हिस्सा है उस पर टैक्स लिया जा रहा है। ऐसे लाखों रुपये जा रहे हैं।

सर, मैं यह कह रहा था कि श्री राजनाथ सिंह जी ने यू.पी. में इस तरह के नाके उठा दिए हैं, मैं उनकी तारीफ करता हूं। अब डीटीओ, आरटीओ को लोग सरकारी लूट ब्रिग्रेड कह रहे हैं। मैं कुछ अमेंडमेंट लाने के लिए अर्ज़ करूंगा कि आप मोटर व्हीकल एक्ट को दुबारा कम्प्रेहेंसिव तौर पर देखें। मैं माननीय सभापति महोदय के माध्यम से सरकार से कहूंगा कि एक तो ट्रक, टैक्सी और दूसरे व्हीकल्स के लिए अंतर राज्यों के जो मामले हैं, उनके बारे में मुख्य मंत्रियों का प्रधान मंत्री सम्मेलन बुलायें और पूछें कि क्या-क्या मामले हैं।

दूसरी बात मैं यह कहना चाहता हूं कि जो पे लोड 9 टन है उसको बढ़ाकर 15 टन कर दिया जाये। आज भी सभी राज्यों में 15 टन, 16 टन चल रहा है, केन्द्र को तो पैसा मिलता नहीं है, वह तीन सौ रुपये, डेढ़ सौ रुपये पर टन ले लेते हैं, आप क्यों नहीं इसको फ्री कर देते हैं? सड़क पर वाहन चल रहा है और ज्यादा वजन लेकर चल रहा है। सर, ड्राइवरों और क्लीनरों की बहुत हत्यायें हो रही हैं। बिहार, आसाम और दूसरे राज्यों में उनकी कोई एफआईआर नहीं लिखता है, उनको कोई मुआवजा नहीं मिलता है, उनकी न डैड बॉडी मिलती है। जैसे हवाई जहाज में सफर करते वक्त 20, 30 डालर लेकर आप हण्ड्रेड थाउजेंड का इंश्योरेंस करते हैं ऐसे ही जब ड्राइवर लम्बे रूट पर जाए तो उससे पचास रुपये लेकर दो लाख रुपये का इंश्योरेंस करवा दीजिए। मेरा निवेदन है कि चुंगियों पर लम्बी लाइनों को खत्म किया जाए। मैंने 20 दिसम्बर को यह इश्यु रेज किया था। माननीय सभापति महोदय की इजाजत से तो आपने मेरे कहने के बाद यह चिट्ठी राज्यों को लिखी। उसमें मेरा नाम भी लिखा है - रेज्ड बाय श्री रामूवालिया। उसमें आपने कहा कि चुंगियां खत्म की जाएं, लम्बी लाइनें खत्म की जाएं, ऐरिंग ऑफिशियल्स को पनिशमेंट दी जाए। महोदय, पंजाब गवर्नमेंट ने कहा कि हमें तो चिट्ठी ही नहीं मिली। क्या ऐसा भी होता है कि केन्द्र की चिट्ठी राज्यों को मिलती ही नहीं है? कृपया इसकी जांच की जाए। इस चिट्ठी पर ऐंटरी-72 के तहत क्या क्या ऐक्शन हुए हैं, यह भी बताया जाए। इसके अतिरिक्त महोदय, जो टैक्स कलैक्शन का ढांचा है, कंप्रीहैंसिव टैक्स कलैक्शन एक ही जगह ले लिया जाना चाहिए क्योंकि यह टैक्स का मामला बहुत ही कॉम्प्लीकेटिड है। एक बात और मैं कहना चाहता हूं कि ट्रक वाले से, टैक्सी वाले से फ्री में गाड़ियां बगार ली जाती हैं। सभी पॉलिटिकल पार्टीज़ उनसे फ्री में गाड़ियां लेती हैं और डीज़ल भी उन्हीं को डालना पड़ता है। महोदय, छोटे से छोटा कर्मचारी भी - चाहे उसके अपने बेटे की शादी हो, वाइफ के ब्रदर की शादी हो, वाइफ के ब्रदर के साले की शादी हो - कह देता है कि चार गाड़ियां पकड़ लो। ऐसे कैसे चलेगा? इस पर आप क्या अंकुश लगाने जा रहे हैं? इसके अतिरिक्त रोज़ ट्रक यूनियन्स के झगड़े होते हैं। आप इस चीज़ को मोटर व्हीकल्स ऐक्ट में डालिए। महोदय, मैं आपके माध्यम से कहना चाहता हूं कि ट्रक यूनियन्स के झगड़े में कत्ल तक हो जाते हैं। आप एक फैसला कीजिए कि दो साल में ट्रक यूनियन का चुनाव होगा जिसमें डिप्टी कमिश्नर बाकायदा यूनियन के वोट बनाएंगे और सीक्रेट बैलेट से - जैसे इंडस्ट्रीज़ में यूनियन का चुनाव होता है - चुनाव होंगे ताकि ये झगड़े बंद हो सकें।

श्री संघ प्रिय गौतम (उत्तरांचल) : वोट बनेंगे तो नोट भी बनेंगे।

श्री बलवन्त सिंह रामूवालिया : ऐसे नोट नहीं बनते, आप घबराइए नहीं। आखिर सिस्टम भी कोई चीज़ है। सभापति महोदय, एक बात मैं यह भी कहना चाहता हूं कि जब तक चैकिंग का जो डिसक्रीशन है, उस पर आप अंकुश नहीं लगाते, तब तक ट्रक, टैक्सियां, वाहन, सुमु और छोटे-छोटे कैंटर्स की लूट आर.टी.ए. और डी.टी.ए. वालों से रुक नहीं सकती। महोदय, मैं बहस

का स्तर नीचा नहीं करना चाहता। मेरे पास सबूत हैं कि पचास पचास ट्रकों की कम्पनीज़ हैं जो तीन-तीन लाख रुपया आर.टी.ए. को देती हैं। आप दिल्ली में ही देख लीजिए। एक नया काम शुरू हो गया है। पंजाब से टैक्सी दिल्ली आयी। वह कहते हैं कि एक हजार रुपया दो। जब टैक्सी वाला पूछता है कि किस बात का तो कह देते हैं, ऐसे ही, लेना ही है। उसके बाद क्या करते हैं? हजार रुपये मिलने पर पैन या पैंसिल से हाथ पर "पी" लिख देते हैं। "पी" लिख दिया और कह देते हैं कि चले जाओ, हजार रुपये मिल गये हैं। वह टैक्सी वाला हरियाणा बॉर्डर से एयरपोर्ट पर जाएगा, वहां से वापिस आने पर उसे वही हाथ पर लिखा हुआ "पी" दिखाना होगा। अगर गलती से हाथ धो लिया तो हज़ार रुपये गये। इतना अधिक करप्शन आज हो गया है। मान्यवर, आप आर्मी में बड़े रुतबे पर रहे हैं और अभी मंत्री हैं। सभापति महोदय के जरिए मैं आपसे पूछना चाहता हूं कि जिसको लूटा जाता है, जो विक्टिम है, जिसकी आर.सी. भी ठीक है, कागज़ भी ठीक हैं, उससे हजार रुपया लेकर "पी" लिख देते हैं - एक एम.ए.पास देवेन्द्र शर्मा नाम का लड़का जलन्धर से गाड़ी लेकर यहां आता है जिसकी इंगलिश में सैकेंड डिवीज़न है, जिसने ओरिएंटल बैंक से कर्जा लिया है, वह किश्त देने में भी समर्थ नहीं है क्योंकि हजार रुपया तो ये लोग ले जाते हैं - आप मुझे बताइए कि इनके पास क्या रास्ता है कि लूटने वाले पर ये लोग कानूनी कार्यवाही कर सकें क्योंकि पुलिस इन लोगों की नहीं सुनती, पांच नम्बर ट्रांसपोर्ट वाले इनकी नहीं सुनते। आखिर ट्रक वाले की, टैक्सी वाले की कौन सुनेगा? इसलिए मैं जोर देकर कहना चाहता हूं कि आप इन बातों पर गंभीरता से गौर कीजिए और जिस तरह से भी हो सके, ये जो दो करोड़ लोग 55 लाख ट्रक, गाड़ियां और टैक्सियां चला रहे हैं, उनका धंधा बचाने के लिए आप गंभीरता से विचार करें। जहां तक सी.एन.जी. का आप कर रहे हैं, मैंने पहले भी कहा कि मुझे उस पर कोई ऐतराज़ नहीं है। आप उन पर परमिट का ऐनफोर्समैंट कर रहे हैं। महोदय, परमिट राज ने पहले ही बहुत खराबी की है। अब आप सी.एन.जी. को भी परमिट में झोंक रहे हैं कि आपको परमिट लेना होगा। सुप्रीम कोर्ट का एक फैसला है - सुप्रीम कोर्ट में श्री मिथिलेश गुप्ता वर्सिज़ यूनियन ऑफ इंडिया, ऑल इंडिया रुल्स, सुप्रीम कोर्ट - 1992। इसके मुताबिक, under the All India Rule, the Supreme Court said that permits should be given liberally, just for the asking.....

श्री सभापति : देखिए, एक बज गया है, आपकी स्पीच खत्म नहीं हुई है।

श्री बलवन्त सिंह रामूवालिया : सर,मैं एक मिनट में खत्म कर देता हूं। मेरे कहने का मतलब यह है कि सुप्रीम कोर्ट ने कहा कि परमिट तो आपका अधिकार है और कहने पर मिलेंगे। माननीय मंत्री जी, भारत सरकार यह बताए कि आप परमिट में ऑब्लिगेशन, फीस और पैसे लेने के काम को क्यों नहीं रोकते? परमिट के लिए फीस क्यों है? आप सीएनजी गैस तो कर रहे हैं, क्या परमिट फीस और परमिट प्रोविजन बिल्कुल सुप्रीम कोर्ट के हुकम के मुताबिक बनाएंगे? सभापति महोदय के हुकम की पालना करते हुए, एक बजे....

श्री सभापति : क्या आपकी स्पीच खत्म हो गई?

श्री बलवन्त सिंह रामूवालिया : जी हां, खत्म हो गई। मैं अपनी स्पीच समाप्त करता हूं। धन्यवाद।

MR. CHAIRMAN: Now, the House is adjourned till 2 O' clock.

The House then adjourned for lunch at one minute past one of the clock.

The House reassembled after lunch at three minutes past two of the clock, THE DEPUTY CHAIRMAN in the Chair.

एक माननीय सदस्य : नमस्कार, स्वागतम्।

उपसभापति : क्या स्वागतम्, मैं नहीं होती तो आप लोग काम भी नहीं करते, छुट्टी कर देते हैं।

संसदीय कार्य मंत्री तथा सूचना प्रौद्योगिकी मंत्री (श्री प्रमोद महाजन) : अभी आप कितनी देर तक हैं?

उपसभापति : जितनी देर तक आप लोग काम करने के मूड में हैं।

श्री सुरेश पचौरी (मध्य प्रदेश) : महोदया, ह्यूमन राइट्स ग्रुप की मीटिंग में आपने जो भारत का सफलतापूर्वक प्रतिनिधित्व किया है और प्रतिनिधित्व करने के बाद आपकी जो वापसी हुई है उसके लिए हम आपका अभिनन्दन करते हैं।

उपसभापति : थैंक यू। अगर मैं चली जाऊं तो काम तो करते रहा करो।

श्री सुरेश पचौरी : लेकिन महोदया, इतना लम्बा नहीं जाना चाहिए।

उपसभापति : चार दिन ! चार दिन में आप लोग कुछ काम नहीं करेंगे।

श्री बालकवि बैरागी (मध्य प्रदेश) : मैडम, आपने सुना होगा कि उम्रेहयात मांग कर लाए थे चार दिन के लिए। चार दिन का तो सारा खेल है। आप चार दिन के लिए चली जाती हैं, दो आरजू में कट गए, दो इंतजार में। अब आप तशरीफ लाई हैं।

उपसभापति : नहीं, अब इंतजार नहीं, मैं आ गई हूं।

श्री प्रमोद महाजन : मैडम, इराक जा रही हैं, बहुत लोगों के साथ।

उपसभापति : मुझे क्यों फंसा रहे हो? ये बना रहे हैं। डेलीगेशन इनके ऑफिस में है, पूछ लो। रामूवालिया जी का तो खत्म हो गया था क्या मीणा जी हैं? देन दी नेक्स्ट इज श्री एन.के. रामचन्द्रन।

SHRI N.K. PREMACHANDRAN (Kerala) : Madam.

DEPUTY CHAIRMAN : Are you there?

SHRI N.K. PREMACHANDRAN : Yes, Madam, Premachandran.

उपसभापति : हां, प्रेमचन्द्रन। I am sorry। चार दिन में मैं नाम भी भूल जाती हूं।

SHRI N.K. PREMACHANDRAN : Thank you, Madam Deputy Chairman, for giving me this opportunity to express my views on the Motor Vehicles (Amendment) Bill, 2001. Madam, this Bill is intended to take away

the exemptions which had been enjoyed by the vehicle owners, who had been using compressed natural gas. Now, in the National Capital of our country, as per the Supreme Court's direction, the eco-friendly fuel, CNG, is being used in almost all vehicles. It has become very popular and common.

The first point I would like to highlight in respect of this Bill is an apprehension. In Delhi, the CNG use has almost become common. As far as the other cities are concerned, like the metropolitan city of Mumbai, Chennai or other cities, it is not common even now. I believe, the Motor Vehicles (Amendment) Bill, 2001, is a central legislation. That means, it is applicable to the whole country. If it is applicable to the whole country, then what was the main purpose of giving such a concession or exemption, as far as the permit is concerned and some other rules are concerned, only for Delhi? We had given these exemptions under section 66 and section 67. These concessions and exemptions were being given to those vehicles which used CNG, only for encouraging the use of eco-friendly fuel. I think, this is the main purpose and ambit of the original Act, as per section 66 and 67. So, most of the vehicles started using CNG and it has become common; after the directive from the hon. SC, it has become mandatory now. The purpose of giving such a concession was to provide this facility to almost all the vehicles, and they were being given such concessions.

My point is, in cities like Mumbai or Chennai or other metropolitan cities, if the vehicle owners there also would like to switch from diesel to CNG would you give such exemption to them also? I would like to know whether they could also be given such exemptions. The Delhi vehicle owners have enjoyed a particular benefit, that benefit has already been enjoyed by them, the conversion of diesel engines into CNG engines. If that be the case, my submission is, this benefit should be conferred upon or given to other cities towns also so that there also, conversion from diesel to CNG is possible.

I would like to get a clarification from the hon. Minister; if these sections, section 66 and 67, are removed from the Motor Vehicles Act, 1988, then what would be the fate of other vehicle owners in cities other than Delhi? Give this benefit to all vehicle owners in cities other than Delhi, that is my first point.

When we are discussing the Motor Vehicles (Amendment) Bill, 2001, I would like to urge upon the Government to look into the important question of road accidents. It has already been mentioned that the traffic

rules and regulations are not being properly implemented. As a result, so many accidents are taking place. There was a proposal in the year 1995 by the Government of India to give training to all the traffic policemen, drivers and all others concerned. It was a big programme, a big plan. What happened to it afterwards? After 1995, this plan has been totally abandoned. May I know the reason? Is it because of expenditure or something else? It is the need of the hour for this country.

According to the statistics available with me, more than 60,000 people die every year in road accidents.

If a comparison is made regarding accidents in the metropolitan cities, we find that Delhi has the highest number of motor accidents. Now, who are the victims of these accidents? The victims of these accidents are pedestrians and cyclists. This fact should be more seriously taken into consideration in order to decrease accidents on roads. Madam, stringent measures should be taken in this regard. As far as Motor Vehicles Act, 1988 is concerned, I would like to submit that it needs some comprehensive amendments. Madam, the training programme which was there before 1995 should also be started again. That is my second point in respect of this Bill.

Madam, another point that I want to highlight is this. Last time when we were considering the Motor Vehicles Act, 1988, at that time also I highlighted this point. Today also I would like to repeat it before this House. Madam, this point may kindly be noted. As far as motor accidents are concerned, what is the benefit available to a victim? According to the Act, it is compensation. Under section 158 and 160, you can file a claim application before the Motor Accidents Tribunal. That was the right given to the injured or to the relatives of the victim if he dies in an accident. The compensation was being made available to the victims. But what has happened now? As per section 140, even if an accident has taken place due to the negligence of the owner or the vehicle in which he was riding, the victim was entitled to the interim relief. Under section 140, a victim of the accident or his relatives or legal representative in case of his death, can file an application for claim. But what has happened after the judgement of the Supreme Court is -- I do not remember the real citation -- all Motor Accidents Claims Tribunals have been barred from making the payment of money at once. I do not understand the reason behind this directive of the Supreme Court. According to my limited legal knowledge, only Rs.5000 are being paid in advance and the rest of the amount is

deposited in a nationalised bank. I think this direction has been given by the Supreme Court according to which a victim of an accident or a person whose father or any other immediate relative has died, he can get the compensation only after a lapse of five years. He has to go through mental agony during that period. He also requires money for his treatment. What is the purpose of making this delay? When a claim is filed before a MACT, the judgment would come after three or four years. After that money will be deposited after two or three years and the payment will be made after another five years. Even for getting real money in hand, you have again to file a proof before the Tribunal that the money is essentially required for marriage or some other purpose. This has to be proved by submitting evidence before the Court. What is the legal point behind this I cannot follow. A person who has been injured in an accident, if he is denied compensation - as directed by the Supreme Court -- I think it is inhuman and unjust. I urge upon the hon. Minister that he should kindly look into this issue. If you have a study made, you will find that we have so many accident victims in our country. Nobody is able to get relief or compensation in time. As a matter of fact, they are not able to provide it also. I request the hon. Minister to look into this aspect. If an amendment is required, I request, Madam, that an amendment to this Act should be brought before this House so that the lacunae in it are removed. This is my humble submission before the House. The present Motor Vehicles (Amendment) Bill, 2001, is taking away the exemptions that were provided to the vehicles using eco-friendly fuels in 1994. I would like to be enlightened on the clarifications that I had sought from the hon. Minister as to what would be the fate of other vehicles in other cities. With these remarks, I support the Bill. With these words, Madam, I conclude my speech. Thank you.

THE DEPUTY CHAIRMAN: Mr. Meena. He is not there. Mr. Samadani. He is also not here. I have only three names but they all have a very limited time. The first one is Mr. K. Rama Mohana Rao. Not present.

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): Madam, I have a small point to make.

THE DEPUTY CHAIRMAN: I got your paper. Let me finish the debate. There are only two Members to speak. Then it will be easy for you to answer. First Mr. Khanduri will reply and you can also intervene so that they will not be deprived of any reply from you. सरोज जी, बोलिए। आपके चार मिनट हैं।

श्रीमती सरोज दुबे (बिहार): माननीय उपसभापति महोदया, आपने मुझे बोलने का अवसर दिया इसके लिए मैं आपका आभार व्यक्त करती हूं।

मोटरयान संशोधन विधेयक, 2001 एक छोटा सा मगर बहुत ही समयानुकूल संशोधन है। सेक्शन्स 66 और 67 के संशोधन से कुछ प्राविजनों को विदड्रा किया जाना है। यह इको फ्रेंडली फ्यूल के अधिकतम प्रयोग को प्रोत्साहित करने के लिए किया गया था। एक विकासशील देश में संतुलित और सामाजिक एवं आर्थिक विकास के लिए सुचारु सड़क यातायात की व्यवस्था होना बहुत आवश्यक है। वर्तमान स्थिति में अनियंत्रित जनसंख्या की वृद्धि के साथ-साथ राष्ट्रीय राजमार्ग से लेकर गांव, नगर, महानगर और व्यक्तिगत वाहन और मालवाहनों के मकड़जाल से पूरे देश में प्रदूषण का प्रकोप बढ़ता जा रहा है। साथ ही साथ दुर्घटनाओं की भी संख्या बढ़ती चली जा रही है। व्यक्तिगत वाहन और सड़क व्यवस्था में असंतुलन होने के कारण दुर्घटनाओं की संख्या में दिन प्रति दिन वृद्धि होती चली जा रही है। उसी असंतुलन और अनुशासनहीनता को दूर करने के लिए, उसमें कमी करने के लिए यह संशोधन लाया जा रहा है जो कि बहुत ही उचित है।

आज दुनिया बहुत तेजी से आगे बढ़ रही है। नित नये ईजाद हो रहे हैं। इलेक्ट्रिक कार भी बन रही है। सौर ऊर्जा से संचालित कार भी निर्मित हो चुकी है। लेकिन अब आने वाला समय सी एन जी का होगा क्योंकि सुप्रीम कोर्ट का भी इसी तरह का निर्देश है और दिल्ली में सी एन जी वाहनों की बढ़ती हुई संख्या और मुम्बई में जिस ढंग से सी एन जी वाहन चल रहे हैं तो इस ओर सोचना बहुत ही अनुकूल विषय है। पर्यावरण अनुकूल ईंधन का अब व्यापक प्रयोग होने जा रहा है। लेकिन राजधानी में बढ़ते हुए वाहनों को ध्यान में रखते हुए सी एन जी की पर्याप्त मात्रा में आपूर्ति की पक्की व्यवस्था होनी चाहिए वरना दिल्ली का ट्रांसपोर्ट सिस्टम किसी भी दिन ठप्प हो सकता है। शाम को जब सड़क पर भीड़ का दबाव पड़ता है तो मुख्य सड़कों से सी एन जी चालित वाहन गायब हो जाते हैं और किसी भी सी एन जी फिलिंग स्टेशन पर कतारबद्ध होकर खड़े हो जाते हैं। एक गाड़ी को सी एन जी लेने में कम से कम 12 घंटे का समय लगता है और इन्हें लम्बी कतारों में सारी रात खड़े रहना पड़ता है। कल मैंने सराय कालेखां में एक कई मील लम्बी कतार लगी देखी। वहां पर थके हारे ड्राइवर इस ढंग से बैठे हुए थे जैसे कि वे जीवन से निराश हो गए हों। ये कतारें सड़कों को भी घेरे रहती हैं जिससे यह होता है कि आम नागरिकों का भी आना जाना बहुत मुश्किल हो जाता है। इसके अतिरिक्त सी.एन.जी. के उपयोग के लिए सुरक्षात्मक और बचाव के नियम निर्धारित नहीं किए जाएंगे तब तक लोगों के मन में यह दहशत रहेगी कि इसका उपयोग किया जाए कि न किया जाए, इसका उपयोग सुरक्षित है कि नहीं सुरक्षित है। बढ़ते हुए वाहनों की संख्या के साथ-साथ उनकी तेज गति के कारण भी दुर्घटनाओं में बहुत ज्यादा वृद्धि होती चली जा रही है। इन दुर्घटनाओं के लिए फर्जी लाइसेंस भी बहुत ज्यादा जिम्मेदार हैं। जिन लोगों को ड्राइविंग की ए बी सी नहीं आती उन लोगों को घर बैठे लाइसेंस मिल जाता है। ड्राइविंग लाइसेंस धारकों को ड्राइविंग टेस्ट देने की जरूरत नहीं पड़ती। इसी कारण से जब 'आई डी टी आर' ने व्यावसायिक वाहन चालकों की ड्राइविंग की जांच की, इनके लाइसेंसों की जांच की तो 52 परसेंट लाइसेंस फर्जी निकले और जब फर्जी लाइसेंसधारक व्यवसायिक गाड़ियों को चलाएंगे तो दुर्घटनाएं होना स्वाभाविक है। और केवल फर्जी ड्राइविंग लाइसेंस ही नहीं होता बल्कि यह तो लोगों की हत्या करने का लाइसेंस होता है, क्योंकि अनुभवहीन व्यक्ति जब गाड़ी चलायेगा तो दुर्घटना होना स्वाभाविक ही है। साथ ही साथ, कम उम्र

के बच्चों को भी लाइसेंस दे दिया जाता है, उनसे ड्राईविंग टैस्ट भी नहीं लिया जाता है। उनका फर्जी प्रमाण-पत्र लगा दिया जाता है। यह दलालों की कमीशनखोरी की मेहरबानी है कि छोटे-छोटे बच्चों को लाइसेंस दे दिया जाता है। आपको याद होगा पिछली बार जब ये लाल बसें, नीली बसें थीं, तो इनके द्वारा बहुत सी दुर्घटनाएं हुआ करती थीं। इसका कारण था इनमें जो लाइसेंसशुदा ड्राईवर होते थे, ये खुद तो किसी और काम में चले जाते थे और अपनी बस किसी भाई-भतीजे को चलाने के लिए दे दिया करते थे वे बस को इस तरह से चलाते थे कि सड़क पर रोज़ ही आदमी मारे जाते थे। कम से कम हजार आदमी एक महीने में बस दुर्घटना में मारे जाते थे। इसलिए आपको नकली ड्राईविंग लाइसेंस पर भी एक रोक लगानी चाहिए। बिना ड्राईविंग टैस्ट पास किए हुए कोई लाइसेंस नहीं दिया जाना चाहिए।

आज हमारी सड़कों की हालत इतनी अच्छी नहीं है कि हम उसमें हर प्रकार की गाड़ियां चला सकें। आज गाड़ियों की रफ्तार बहुत बढ़ती चली जा रही है। सड़कें ऊबड़-खाबड़ हैं। ऐसी सड़क पर जब ओवरलोडेड ट्रॅक चलता है या भारी बस चलती है तो उससे केवल बस को खतरा नहीं होता है, बल्कि सवारियों को भी खतरा हो जाता है। इसलिए मेरा आपसे आग्रह है कि यह जो यातायात व्यवस्था है इसको आप नियंत्रित करना चाहते है। इनको जो छूट दी थी वह तो आप वापिस ले रहे हैं ताकि ये मनमाना किराया वसूल न कर सकें और सड़क पर चलने का अपना विशेष अधिकार उपयोग करके असन्तुलन न करें, लेकिन साथ ही साथ आपको यह भी ध्यान रखना होगा कि सुरक्षित यातायात की व्यवस्था हो। सुरक्षित यातायात की व्यवस्था तभी होगी जब उसमें ट्रैफिक नियम भी सख्त होगा और सुरक्षा के नियम भी कठोर होंगे और उसके साथ-साथ इनके ऊपर आपका नियंत्रण होगा। हाईवे, राजमार्गों का भी बहुत बुरा हाल है, उसमें भी सुधार होना चाहिए ताकि लोग सुरक्षित यात्रा कर सकें। सीएनजी का बड़ा प्रचार हो चुका है क्योंकि उच्चतम न्यायालय का निर्देश है लेकिन तमाम लोगों से मेरी बात हुई ड्राईवर वगैरह कहते हैं कि सीएनजी भरने के बाद कुछ किलोमीटर चलने के बाद उसका इंजन गर्म होने लगता है। इंजन गर्म होने से वह आयल ज्यादा खाता है, इसलिए यह बहुत महंगा पड़ता है। जबकि लोग कहते हैं कि यह बहुत सस्ता पड़ता है। साथ ही साथ, सीएनजी के कारण इसके इंजन का गर्म होना भी खतरनाक साबित हो सकता है। आपको मालूम है कल पंजाबी बाग के पास सीएनजी बस की दुर्घटना हुई जिसमें कितनी दर्दनाक मौत हुई। अगर कल छुट्टी नहीं होती तो यह एक बहुत बड़ा हादसा होता, लेकिन सवारियां कम थीं इसलिए चार-पांच लोग ही हताहत हुए। तो आपको मैं यह बताना चाहती हूं कि सीएनजी का आप जरूर प्रयोग करें लेकिन उसमें जो खामियां हैं उन्हें भी आपको दूर करना पड़ेगा। अगर एक थका-मांदा ड्राईवर पहले 12 घंटे तो सीएनजी के लिए रात भर लाइन में लगा रहे और उसके बाद रोज़ी-रोटी की तलाश में अगर वह दिन में गाड़ी चलाता है तो वह भी इंसान है। उसकी भी काम करने की एक क्षमता है। वह इस तरह से निरन्तर काम नहीं कर सकता। अगर इस तरह से थके-हारे ड्राईवर सड़क पर गाड़ी चलायेंगे तो बहुत ही मुश्किल होगी। जिस समय लोग आफिस से छूटते हैं घरों को जाने के लिए और बस पकड़ने के लिए, ट्रेन पकड़ने के लिए दौड़ते हैं, उस समय पता चलता है कि सभी वाहनों का सीएनजी लेने का टाइम हो गया। इससे नागरिकों को भी बड़ी परेशानी हो रही है। वाहन के अभाव में नागरिक खड़े रह जाते हैं। उनकी ट्रेन छूट जाती है। उनको बहुत सारी परेशानी हो जाती है। स्कूलों के लिए भी आदेश हो गया कि सीएनजी बस लगेगी। अब कल की दुर्घटना के बाद किसी की यह हिम्मत नहीं पड़ रही है कि अपने बच्चों को सीएनजी बस में भेजें। दुर्घटनाग्रस्त बस के चालक का कहना है कि पहले उस बस में थोड़ी सी गैस लीक होने की सनसनाहट हुई

और उसके बाद जब तक यह कुछ समझ पाता तब तक वह विस्फोट हो गया। तो इस तरह जब तक लोगों को सुरक्षित सीएनजी के बारे में नहीं पता लगेगा तब तक कौन अपने बच्चों को इसमें भेजेगा। इससे केवल यातायात व्यवस्था ही डिस्टर्ब नहीं हो रही है बल्कि बच्चों की पढ़ाई पर भी इसका असर पड़ रहा है। नागरिकों की सुविधा पर इसका बहुत असर पड़ रहा है।

मेरा माननीय मंत्री जी से अनुरोध है कि आप इस पर एक व्यापक अध्ययन करायें कि किसी तरह से सीएनजी हमारे लिए घातक न हो कर हमारे लिए सहायक हो। इस के लिए आप जो नियम बनाएं, उस में सुरक्षा की गारंटी हो ताकि लोग खुले दिल से उस का इस्तेमाल कर सकें। महोदया, बहुत दिन पहले जब नई-नई सी.एन.जी. चालू हुई थी तो दिलशाद गार्डन में एक एम्बेसेडर कार में विस्फोट हो गया था। उस के बारे में कहा गया कि सी.एन.जी. भरने का कंटेनर नकली था। तो इस सब की जिम्मेदारी किस की है? अगर इस तरह से दुर्घटनाएं होती रहीं तो स्थिति क्या होगी? महोदया, पेट्रोल या डीजल बस में आग लगती है तो उस में आदमी को उतरने का मौका तो मिल जाता है, लेकिन जब सी.एन.जी. के कंटेनर का विस्फोट होता है तो पूरी बस ही एकदम भक-भक कर के जल जाती है। अभी हाल की दुर्घटना में इसी तरह लोग जल गए और कई महिलाएं भी घायल हो गयीं। इसलिए मेरा आप से कहना है आप इसकी खामियों को दूर करें। हमें प्रदूषण मुक्त जरूर होना है, लेकिन अगर सी.एन.जी. बस में बैठकर ही मरना है तो अच्छा है प्रदूषण से मर जाएं। अगर मरना ही है तो प्रदूषण से क्यों न मर जाएं? प्रदूषण का असर तो फिर भी धीरे-धीरे होता है और इन्सान धीरे-धीरे मरता है। सी.एन.जी. का प्रयोग जरूर किया जाए क्योंकि कोर्ट का भी निर्देश है। आप एक एक्सपर्ट कमेटी बिठाकर इसकी सारी खामियों को दूर करें ताकि लोगों के मन में आ रही असुरक्षा की भावना दूर हो जाय। महोदया, इससे सबसे ज्यादा भयभीत अभिभावक और स्कूल के प्रबंधक हैं उनमें एक विश्वास की भावना कायम होना जरूरी है।

आप ने मनमाना किराया तय करने के अधिकार को परिवर्तित किया है, यह एक अच्छी बात है क्योंकि जिस ढंग से इन के वाहनों की संख्या बढ़ती जा रही है, उस में सबके लिए एक से नियम लागू होने चाहिए, एक संतुलन होना चाहिए ताकि यातायात नियंत्रण में चल सके। महोदया, जब व्यक्ति, वाहन और सड़क में एक संतुलन होगा तभी आप एक सुरक्षित यातायात व्यवस्था दे पाएंगे। इसलिए मेरा अनुरोध है कि सी.एन.जी. लाना बहुत अच्छी बात है, लेकिन उस की खामियों को आप जरूर दूर कर लें क्योंकि आप को यात्रियों का भी ख्याल रखना है, नागरिकों की सुविधा का भी ख्याल रखना है और बच्चों का भी ख्याल रखना है। इसके साथ ही आप सी.एन.जी. के फिलिंग स्टेशंस भी जल्दी-से-जल्दी खुलवाएं। एक बात और है कि आप दिल्ली और मुंबई में सी.एन.जी. वाहन चला रहे हैं और दूसरी जगह नहीं चला रहे हैं तो जो गाड़ियां बाहर से आएंगी वह दिल्ली में कैसे घुस पाएंगी और फिर कैसे काम चलेगा? इस तरह तो सारा संतुलन बिगड़ जाएगा। इसे सुधारना भी आप का काम है। इन्हीं शब्दों के साथ में आप के इस संशोधन विधेयक का समर्थन करती हूं, लेकिन आप को एक व्यापक विधेयक लाना होगा जिससे कि सुरक्षित यातायात व्यवस्था कायम हो सके।

उपसभापति : मंत्री जी, इन्होंने जो बात उठायी है, मैं समझती हूं कि यह बहुत ही सीरियस बात है। मैंने स्वयं एक-एक मील की कतार देखी है और जब मैं ने अपने ड्राइवर से पूछा कि इतनी लंबी कतार क्यों लगी है, क्या ये गाड़ियां खराब हो गयी हैं, तो बताया गया कि नहीं ये सी.एन.जी. भरवाने के लिए कतार लगी है। जब आप के पास इतने गैस स्टेशंस नहीं हैं तो सुप्रीम

कोर्ट को यह बात कहनी थी कि हमारे पास जब यह सुविधा हो जाएगी तब हम धीरे-धीरे इसे चेंज करेंगे। दूसरे यह कह रही हैं कि प्रदूषण से मरे या जल के मरे। तो प्रदूषण से तो आदमी धीरे-धीरे मरता है और उस का इलाज भी है, लेकिन जलकर मरने का कोई इलाज नहीं है।

अब यह इनका जो पेट्रोल से सी.एन.जी. में कनवर्जन हो रहा है, उस में किसी फैक्ट्री से बनकर ये कार नहीं आ रही हैं। ये तो ऑर्डिनरी पेट्रोल की कार हैं। फिर जो उस को कनवर्ट कर रहे हैं, उन के पास क्या सर्टिफिकेशन है, कोई सर्टिफिकेशन उन को मिलता है? खाली एक गैस की पाइप-लाइन लगाने से तो काम नहीं चलता है। फॉरेन में जहां भी गैस आधारित वाहन चलते हैं, वह गाड़ियां फैक्ट्री से आती हैं। उन की कोई गारंटी होती है। वह फैक्ट्री कोई जिम्मेदारी लेती है। यहां तो एक मैकेनिक सी.एन.जी. में कनवर्ट कर रहा है। मुंबई में अपनी आंख से मैं ने एक टैक्सी को जलते हुए देखा है। वह टैक्सी पूरी-की-पूरी जल गई और उस में बैठे लोग जल गए। तो जब तक हम इन चीजों पर काबू नहीं पा लें और Until and unless you are sure about its safety aspects, it is not advisable to bring the CNG buses on the road. Secondly, if you are not able to provide the people with sufficient amount of gas, you will be putting the people in a difficult situation. And, after reading this, the third thing which comes to my mind is this. If you leave the fixing of fares to the people, then, they will charge anything. It means, travelling in a CNG vehicle - where their life is not secure - will affect them both ways. Therefore, before taking any decision on converting all the diesel/petrol-run vehicles into CNG, I think, you must take into account all these things. You cannot just leave it.

Already in Mumbai, the scooters have no licenses. You know about it because you are from Mumbai. This is in your Mumbai. It is in your Constituency that people cannot walk on the roads, because the roads are full of autorickshaws. Now, if you make another provision like this, then, I think we will rather walk than go by a vehicle whether run by petrol or by any other kind of fuel.

SHRI SURESH A. KESWANI (Maharashtra) : Madam, his voters are usually walking. They do not travel by autorickshaws.

THE DEPUTY CHAIRMAN: They cannot walk. I know that in his constituency, beyond Andheri to Kandivili, it is impossible to walk. There the roads are so chock-a-block with the scooters that it is impossible to walk. There was somebody who was very wise at that time - I am only using the word - 'wise' in brackets - who thought of doing away with the licenses. And anybody who could get some authorisation or some money from a bank just takes an autorickshaw. In this process, a lot of accidents started taking place because in order to catch more passengers, everybody moves in a different direction. So, all these safety measures have to be

looked into properly. Both the Ministers are here - one looks after road safety and the other looks after the issue related to vehicles. You both sit together and find out a comprehensive policy, because it cannot be worked out individually; you are bringing the CNG conversion issue and he is bringing the Motor Vehicles (Amendment) Bill; and then they do not get on well together on the road, and there is a total clash like sometimes we have in the Parliament! Then, what will happen, if not the 'विस्फोट'?

SHRI SURESH A. KESWANI: Madam, what I want to point out is, this whole exercise has been hastened by the judgements of the Supreme Court. There has been no time left for investigation into the safety-related matters of the engines which are going to be used for this kind of a fuel. They have just given a deadline. They said, "By this deadline, we want so many number of buses to be converted into CNG, because we want the pollution problem to be solved." But, on the other hand, the safety-related problem has been totally ignored. I do not know what to say. Fortunately, I am privileged by being a Member of this House. Otherwise, having said this, I might be facing a contempt of court.

THE DEPUTY CHAIRMAN: No, no. I am sure, you won't. The judges are also human beings. Sometimes, their children, their families might be travelling in the buses. Their children might be going to schools in the buses, if they do not have the privilege to have cars. And other people's children are also travelling by buses. I am sure the judges have a very soft heart for everybody. ...*(Interruptions)*...

SHRI SANGH PRIYA GAUTAM: It can be reviewed.

THE DEPUTY CHAIRMAN: Just one second. Let me put it in the right perspective, so that the Ministers can go back to the Supreme Court. You go back to the Supreme Court in the light of the accidents and the problems you are facing, and appeal to the Supreme Court that these are the practical problems that we are facing. You say that we have followed your advice, we did it, but these are the problems. You can say that we should have the vehicles which are provided with some safety measures and tests. We cannot overnight convert all the vehicles into CNG. And tomorrow if somebody says that you just did it in a hurry, you are answerable. So, you better go to the court. This is my advice. You go to the court. You have a right to appeal. You have a right to go to the court. It is not that it is always a final decision, and you appeal to them. I am sure that they will listen to you.

SHRI SURESH A. KESWANI: Madam, those who can illuminate the judicial minds are sitting in this House. That is one of the problems.

THE DEPUTY CHAIRMAN: No; no, those Members are sitting here. They may not be participating in the debate. I have a very eminent lawyer sitting here. Shri Nariman is here. When I was saying all this, I saw his head nodding in favour of my remarks. I am sure, you can ask for the services of Mr. Nariman and he won't charge you for the cause of the people. He can show the sentiments of this House and reflect them by appealing before the Supreme Court. If he is not participating in the debate, it does not mean that he is not concerned with it. But he can use his good offices at the right place, because telling me and telling you is not going to help. Where the help can come is the Supreme Court. I think you should go to the court.

SHRI H.K. JAVARE GOWDA (Karnataka): In the year 1994, an amendment to the Motor Vehicles Act was brought with an intention to encourage the use of compressed natural gas in the vehicles.

A proviso has been made regarding the fixation of fare and freight charges by the owners or operators. Now, the proposed amendment is taking away the right of fixing the fare and freight charges.

I do agree that we can maintain a good environment by using more natural energy-oriented fuel, but I differ with the amendment proposed simply because it is the judgment of the Supreme Court that all the city vehicles must use only CNG, electricity, solar energy or battery operated vehicles. In that case how will you streamline their use on roads?

So far as the Motor Vehicles Act is concerned, a review has to be made. Otherwise, like epidemics taking place in the country, you will continue to have more than 75,000 people dying and more than three to four lakh people getting serious injuries every year due to road accidents. We have to examine their causes and find out ways on how to minimise them.

I start with the system of issuance of driving licences as one of the causes. Whether it is at the Centre, the Union Territories or the States, there is no seriousness at the RTOs in testing the driving abilities and experience of the individuals. If you are a person with some influence or if you are prepared to pay some bribe, within no time without testing the driving abilities and capabilities a driving licence is issued. To curb such

tendencies, a severe punishment has to be prescribed on the licence issuing authority. Moreover, if within a short span of issuance of licence an accident takes place, that means the license has been issued without properly testing the driving ability and experience. For that the person issuing the licence should be held accountable and he should be severely penalised.

Thirdly, the road sense is lacking on the part of the pedestrians as well as the vehicle users. You always find anxiety on the part of the pedestrians while crossing the road. Vehicle users are not in a position to assess the mental strength of the pedestrians. To educate them, I feel a chapter should be added in school text-books in order to educate the children on road sense right from their childhood.

Fourthly, there are a number of accident cases which are pending for the last twenty or twentyfive years. In the process, a woman who has lost her husband and has to look after two or three children is unable to get the accident claim. Moreover, for securing the accident documents for filing a claim, the concerned persons have to pay Rs.40 to Rs.50 to police authorities that is the rule prevailing. I would urge upon you to make an amendment in the Bill in order to ensure that the documents from the police could be secured free of charge within a specified time.

I want to mention another important point. A majority of the insurance companies take a stand that the driver of the vehicle was not having a valid licence at the time of the accident; and the insurance claim is repudiated. The owner of the vehicle is owning a small asset and he is not a rich person. When a person dies in an accident, when will his family get compensation? If the court auctions the vehicle, the victim's family would get Rs.5000 or Rs.10,000. Later on, the court would award a compensation of Rs.2 lakhs or Rs.3 lakhs. There is no source to get that much amount from the owner of the vehicle. Therefore, a penal provision has to be inserted in the Motor Vehicles Act that in the event of an accident, caused by unlicensed driver, then the owner of the vehicle should be sent to jail. When a person is driving a vehicle without a valid licence, then, who should be held responsible? The owner of the vehicle should be held responsible. He should be put behind bars. Only then you can reduce the number of accidents, and persons driving vehicles without licence would be discouraged.

Another point I am going to mention is regarding the judgement delivered by the Supreme Court in 1996. I do not doubt the intention of the Supreme Court. I know that many middlemen and some legal practitioners misused their positions and took away the major share of the compensation. May be, this has influenced the Supreme Court to pass an order in 1996 stipulating that only 10 per cent of the compensation amount should be released to the victim's family and the rest 90 per cent should be deposited in a bank for six years. Nowadays, almost all courts in the country are following the same judgement. But the problem is, if the victim's family had incurred a medical expenditure of Rs.3 lakhs or Rs.4 lakhs, then, how would they pay the bill to a hospital or to others? Of course, it also depends on the type of injury he has sustained and the hospital in which he has taken treatment. If the injury is serious, then, this 10 per cent will be a meagre amount to meet his medical expenses. He will be in deep financial problems. He would not be in a position to pay his debts. If he dies in the accident, leaving his wife and two children behind, then, his father-in-law and his relatives will not come to their rescue. Under these circumstances, 10 per cent compensation will not be sufficient to lead a normal life. *(Time-bell)* Madam, this is a point to be highlighted because many people are facing this difficulty. Our hon. friend and lawyer, Shri Nariman is sitting here. He can throw more light on the judgement of the Supreme Court. What I feel is, by amending the Act, we can provide for releasing, at least, 50 per cent, and the rest deposited in the bank. Even after the deposit matures, the lower courts are again ordering that the amount should be deposited for another six years. It is really a painful thing. This is not a sensible decision. Therefore, I request the Minister to review Motor Vehicle Act. on these lines; and an amendment to this Act should be brought forth either in this session itself or in the next session.

THE DEPUTY CHAIRMAN: Mr. Gowda, you had just three minutes. But I have allowed you more time.

SHRI H.K. JAVARE GOWDA: Madam, I seek your permission.

THE DEPUTY CHAIRMAN: I don't remember if you have asked for any permission.

SHRI H.K. JAVARE GOWDA: As I said in the beginning, a chapter on how to drive a vehicle, how to avoid accidents, how to cross a road, how to follow traffic rules should be included in the school curriculum, in the interest of both pedestrians and drivers. Otherwise, except cities, district headquarters....

People will not give the way. You may notice this when you travel. They say, "Let him go. What is there? He will go. I am walking on the road." The vehicle-owner says, "He is not leaving the way. I will drive." This is the attitude of the common masses in the whole country. The way out is to teach them, guide them, at the preliminary level itself. It is the look-out of the Ministry concerned to introduce road sense as one of the important chapters. Thank you, Madam.

THE DEPUTY CHAIRMAN: Road safety, how to behave on the road, how to walk on the road, should be included in any of the courses in schools. I remember, in Mumbai, we had students who were manning the traffic, helping the police, wearing read berets. He says, even in Delhi. I hardly go anywhere except Parliament and my home. I do not see them.

I would ask Mr. Fali Nariman. It is a very serious matter. What is your opinion, in the light of the Supreme Court judgment? Can the Minister go in appeal, in the light of the discussion in the House and the happenings on the road, which are reflected here, and the miseries of the people, both travellers and vehicle-owners?

SHRI FALI S. NARIMAN (Nominated) : I think he should. He is very well advised. He has very competent Attorneys-General and Solicitors-General to advise. And they must bring to the attention of the Court the problems that are created. The order is very well-intentioned. The order is very well-intentioned, Madam. But over periods of time, I personally believe that whenever courts interfere, or rather seem to interefere, in matters which are a little beyond their ken in public interest litigations, they should be very, very quick to make amendments to their orders from time to time, depending on the circumstances. This is not like any other case that a decision once given is a decision forever. These things have to be constantly reviewed, having regard to the feedback. In a matter like this where the question is of reducing pollution, how to reduce pollution, well, they have a Committee appointed. They said, "Well, convert everything into CNG.". That Committee itself has opined that CNG may not be a perfectly clean fuel but it is cleaner than petrol, it is cleaner than diesel. Therefore convert everything into CNG. But then, problems of converting or getting more vehicles, the problems our hon. Member referred to hazardous circumstances, fire, and things of that sort, have all to be taken into account. I think, on balance, these things have to be brought to the notice of the Court. I am certain that the Court would address them if the hon. Minister would be good enough to ask his Attorney-General to explain this

to the Court. That would be extraordinarily good. In fact, there is a hearing next Friday. I would have gladly assisted you. But, unfortunately, I happen to be appearing for a particular private party, for TELCO, with regard to their own problems which have nothing to do with this. It does not look nice that I should project my own self .in another capacity before the Court. But since the Minister is here, I would request him that this should be done. Of course, in a lighter vein, I must tell you. I do not know if you have read the recent issue of Transparency International. It says that there was a foreigner who came to India. He was amazed to see in Bombay masses of people walking on the roads. He asked, "Who are these persons?". The reply was, "These are the common people; these are we, the people of India." He said, "Marvellous". Then, suddenly, there was all the police bandobust and a cavalcade of cars with lights, etc. on their heads, 300 wing away and so on. He asked, "What is all this?". The reply was, "Oh, in them are the servants of the people!".

THE DEPUTY CHAIRMAN: On this lighter note, I am reminded of something which happened with me. A friend of mine was a foreigner. A diplomat in Mumbai her husband had two cars. I asked her, "Why don't you come more often?" She said, "I have one driver and he is in the service of my husband." I said, "You have two cars." She replied, "Oh, no. I never drive on the roads in Mumbai because I feel that all the people have come on the roads to commit suicide. I do not want to make anyone a victim under my car." This is the situation. It is not an easy task, I know, for both of you. There is a very pertinent question which our lady Member, Sarojji, has put. Suppose you are coming from Patna by car. and you have not converted it into CNG. Do you think you will be stopped at the border and there will be a ferry, like the one we have at the Parliament House gate, to take you inside the city? What are the parameters of the decision taken by the Supreme Court?

SHRI FALI S. NARIMAN: Madam Deputy Chairperson, may I also say this, that Mr. Salve who is the Solicitor-General, has been appointed the *amicus curiae* of the Court? I think, all this could go to him, because he is appearing as a friend of the Court, and he will be able to put across the various points that we have mentioned today, and I hope, the hon. Minister would contact him and also convey to him the sense of the House, and, particularly, what Madam Deputy Chairman has said.

THE DEPUTY CHAIRMAN: Our Salveji?

SHRI FALI S. NARIMAN: Yes, yes, Mr. N.K.P. Salve's son. He is the Solicitor-General.

THE DEPUTY CHAIRMAN: He can ask his father. I wish Mr. Salve had been here.

SHRI FALI S. NARIMAN: He is a competent counsel.

THE DEPUTY CHAIRMAN: I will ring him up, and also explain to him the sense of the House. Now both the Ministers can reply.

SHRI RAM NAIK : Madam Deputy Chairperson, I would also like to narrate an experience of mine. You have narrated your experience. Mr. Nariman has also narrated his experience. Automatic signals which we now see everywhere were first introduced in Mumbai, near the Opera House. I was serving as a Company Secretary in that area. There was a traffic jam, and our Times of India's Laxman brought out, the next day, a cartoon - you might have seen that - wherein all the cars got jammed, and a boy was running, selling his newspapers. A car owner asked him, "Should I give you a lift?" Then, he said, "No, no; I am in a hurry to go!"

That was, Madam, some 32 years ago.

THE DEPUTY CHAIRMAN: Whenever a new thing is introduced, it does create certain problems, and I take the CNG problems on a par with those problems.

SHRI RAM NAIK: Madam, every Member has spoken on the CNG position in Delhi, and I must thank you, indeed, for your observations. Whatever everyone has said, you have summarised that in a way that you only can do. I take your observations, and Mr. Nariman's advice, as a direction to us, to ensure that the feeling of the House is also conveyed to the hon. Supreme Court.

THE DEPUTY CHAIRMAN: Please convey it.

SHRI RAM NAIK: I must, for the sake of information of the House, also say that on the 26th April itself, we had filed an application with the Supreme Court, indicating all these difficulties. Then, I had also made a *suo motu* statement in the House recently, only on 28th July. As the hon. Member, Mr. Nariman, has said, on Friday, the case is again coming up for hearing; we are also filing an affidavit, making it up-to-date, so that whatever has happened in the last two or three months is also properly brought to the attention of the hon. Supreme Court. We have, in fact,

engaged all. It would have been better if the Attorney-General had represented us. But since he is working as a friend and a guide to the Supreme Court, I hope, he would do his job. I am sure, the observations would be passed on to him.

SHRI FALI S. NARIMAN: Because he is the person who is appointed *amicus curiae* in this case, assisting the Court, I hope, the Minister would be kind enough to convey to him the sense of the House.

THE DEPUTY CHAIRMAN: Who is the Solicitor-General?

SHRI FALI S. NARIMAN: Mr. Salve is the Solicitor-General.

SHRI RAM NAIK: He has been appointed as *amicus curiae*.

SHRI FALI S. NARIMAN: He has been appointed as *amicus*. You can interact with him. Otherwise, it becomes a sort of conflict between the Additional Solicitor-General, on the one hand, and the *amicus*, on the other. The *amicus* must know what the position of the House is, as the Madam Deputy Chairperson has stated.

THE DEPUTY CHAIRMAN: That is right.

SHRI RAM NAIK: We will be doing that. It will be our sincere effort to bring every small point to the attention of the hon. Supreme Court. What is the position in Delhi or Mumbai or all over India? This reference has been made in respect of all-India. As far as all-India is concerned, I must say, at present, we do not have sufficient gas. We are not in a position to give it to Mumbai as also to Delhi. We are making efforts to explore and get more gas. It will, naturally, take four or five years. But as of now, we don't have enough gas to give to other cities.

Now, coming to Delhi particular, we have - when I say "we", it means the Petroleum Ministry - the Indraprastha Gas Limited, which is operating in Delhi. It is not a public sector undertaking in its usual sense. Bharat Petroleum has 22.5 per cent equity, GAIL has 22.5 per cent equity and Delhi Government has 5 per cent equity. That means, 50 per cent equity. Unless it is 51 per cent, it will not become a public sector company. We are monitoring it and doing everything to see that the people of Delhi are not put to further inconvenience.

THE DEPUTY CHAIRMAN: It is the responsibility of the Government, not of the private sector. Whether it is one Ministry or the other Ministry, or, the Gas Authority of India Ltd. or the Delhi Government, it is not a private company.

3.00 P.M.

SHRI RAM NAIK: No. But, technically, it is not a public sector undertaking. I am just informing the House the fact. It is totally our responsibility. Whether it is the Government of India or the Government of Delhi, we have to ensure that proper service is provided to the consumers at large. The Ministry has allotted 3.84 lakh kilograms of CNG per day for Delhi and, presently, the withdrawal is 2.83 lakh kilograms of CNG per day. So, some cushion is available. Except that, a large quantity of gas is not physically available. We have made, and we would again make, this position clear to the Supreme Court and it would be our endeavour to do, whatever the Supreme Court has indicated, by September. We will do that. But that is not going to solve the problem. We will be supplying 2.83 lakh kilograms. The Supreme Court has indicated to us that by 30th September there should be 80 CNG stations. We will be having 87 CNG stations. We will have seven more stations than what the Supreme Court has stated. Moreover, we have identified 50 existing retail outlets, where additional land is available, where we can put supplementary CNG stations. We are at it. We will be doing that.

The reason for the long queue problem is that, basically, there are three types of CNG stations. Some are on-line stations, the gas coming directly from the pipe. Some are mother stations. It means that they have sufficient compression capacity. Some are daughter-booster stations and some are daughter stations. There are 39 daughter stations, which take more time to fill the gas; and where more time is taken, normally, the people don't go.

THE DEPUTY CHAIRMAN: What did you say? Daughter? Why are you always so sex-biased and gender-biased? The daughters are not working; and the mothers are working. What is this?

SHRI RAM NAIK: The daughters are supposed to be fed by the mothers till they become quite young.

THE DEPUTY CHAIRMAN: Even the sons are fed by mothers. Why don't you make the more inefficient stations son stations?

SHRI RAM NAIK: We have decided to upgrade all the daughter stations to daughter booster stations. Ten would come up by September-end and the remaining would be done by 31st December. Another very important aspect is whether CNG alone would be sufficient. Madam, I have

the figures of different cities of the developed countries.' I will quote the figures of four or five cities. In New York, the fleet of buses is 4,000, out of which only 221 are CNG buses. In Berlin, the fleet of buses is 1,700, out of which only 10 are CNG buses.. In Paris, out of 4,000 buses, only 50 are CNG buses. China has a fleet of one lakh buses, out of which only 1,600 are CNG buses. I am quoting these figures only to indicate that CNG alone is not being used all over the world and in Delhi use of CNG alone is not practical and desirable. There is one more aspect about the clean fuel. In 1998,-the diesel which was being supplied in Delhi or all over India had 0.05 per cent sulphur content. The Supreme Court had directed that this must be improved--in the developed world, there is 0.05 per cent sulphur content in diesel -- and that unleaded petrol should also be supplied. Keeping these directions in view, Rs. 10,000 crores have been spent to upgrade our refineries. After the upgradation of these refineries, all the four metropolitan cities, i.e. Delhi, Mumbai, Kolkata and Chennai are getting diesel which has 0.05 per cent sulphur content. So this is a clean fuel. We will be submitting it to the hon. Supreme Court. Madam, now I will quote some figures and make one or two observations. In Canada, which is quite rich so far as oil is concerned, the percentage of sulphur content is 0.05 which is equallent to India. In Japan, it is 0.05 per cent. In Singapore, it is 0.05 per cent. In USA, it is 0.05 per cent. That means the diesel which we are supplying now is of the same quality which is being supplied there. There are some other countries like Australia which have 0.05 per cent sulphur content. Then New Zealand has 0.30 per cent. So we are trying to improve it. A lot of investment has been made for improving the fuel. That is why Delhi has less pollution now than earlier. We will certainly be bringing all these things to the attention of the Supreme Court. Madam, one observation was made by you, by Shri Nariman and by Shrimati Dubey. दुबे जी, मैं आपका पहले का नाम भूल गया।

एक माननीय सदस्य : सरोज।

उपसभापति : एक तो महिला बोली हैं।

श्री राम नाईक : नहीं, नहीं मैडम, मुझे दुबे जी का खाली पहले का नाम याद नहीं रहा। Everyone suggested that we should make a wide study. इस शब्द का उन्होंने उपयोग किया We are at it. We are thinking of appointing the senior most scientists who are available in India to study this aspect in detail. We will be making this submission also before the Supreme Court next Friday or whenever the Supreme Court takes it up for consideration. And, it is our conscious effort to see to it that good, clean fuel is supplied to Delhi, and I

do hope, as and when alternate fuels come in, the consumption of the present fuel will be reduced. But CNG alone cannot solve the mass transport requirements of a city like Delhi where railways is, practically, non-existent. A reference was made to Mumbai; in Mumbai, every day, 62 lakh commuters travel by train and, in addition to that, there are nearly 5,000 buses on the road. But Delhi has no mass transport system at all. And, till the new metro rail service comes up, -- it is going to take some time -- we shall have to live with it; and, in the meanwhile, it will be our effort to ensure that minimum inconvenience is caused to the people. Thank you very much, Madam.

THE DEPUTY CHAIRMAN: Were these points raised before the Court when you first appeared before it and did it take cognizance of it?

SHRI RAM NAIK: When we appeared before it last March, the Supreme Court gave some direction. When this issue was raised, the Supreme Court said that those who wanted to say something about this could give their submissions in writing; then, these submissions were referred to the Bhure Lal Committee. We have made a presentation before that Committee as well, and we have filed our application. So, it is a continuous thing which is going on. The Bhure Lal Committee has submitted its Report to the Supreme Court. We have also got a copy of it; in that, so many things have been stated. But, I think, I need not take the time of the House in mentioning them all. One thing that was mentioned is that only electricity or battery-operated vehicles would be considered clean vehicles. Now, if we say like this, then, it will be very difficult. We will argue these things when the case comes up before the Supreme Court, but we have brought all these factors to the attention of the Court. Again, on Friday, we will submit them, in the form of an affidavit.

THE DEPUTY CHAIRMAN: Now, when you talked about the heavy-sculpture content in the diesel oil, the basic thing is that we produce diesel not only in India, but we also buy it from those countries where the sulphur content is high. Now, there are countries, like Libya, which have light crude; but our refineries are not capable of using that light crude. I know a lot about it because I have made a study of it. So, sometimes, certain Bills may look to be small ones, but it may take time in passing them, because they may be affecting the lives of millions of people. Sometimes, I feel that we rush through them, and we do not try to ponder over them; but they, in fact, have a very substantial effect on the human lives. And, we spend the prime time in discussing individual issues. So, it

would be better that we look at the legislations much more deeply so that we can help the Government also with our wise suggestions.

श्रीमती सरोज दुबे : एक वक्त में सीएनजी डालने के लिए पूरा 40 मिनट समय लगता है। इसको यह कैसे पूरा करेंगे जब कि हजारों की संख्या में बसेस हैं, एक तो मैं आपसे यह जानना चाहती हूं? दूसरा, जैसा कि पूछा गया कि पटना से आने वाली बस दिल्ली में कैसे घुसेगी, यह बतलाइए?

उपसभापति : यह बात सुप्रीम कोर्ट के सामने रखी जाए। वह पटना से आयेंगे और मैं कहीं और से आऊंगी। मेरी गाड़ी तो पेट्रोल की है, सरकारी गाड़ी है। मैं उसको किसी मैकेनिक के पास कन्वर्ट कराके उसमें बैठने वाली नहीं हूं। मैं तो पैदल चली जाऊंगी।

श्री राम नाईक : मैडम, मेरा ड्राइवर कहता है कि सभी गाड़ियों को सीएनजी के बदले पेट्रोल और डीजल से चलाओ।

SHRI SANTOSH BAGRODIA (Rajasthan) : As you have also mentioned that this is a very important subject, I thought, I would share some views with the House, through you, Madam. The Minister has mentioned in his concluding remarks that CNG alone cannot really handle the transport problem of Delhi; of course, it is the case not only with Delhi, but it is true anywhere in the country. I fully agree with him.

You said that you are already approaching the Supreme Court. Now, this is a very important matter and the Supreme Court is seized of the matter. What is the delay in requesting the Supreme Court to take the decision soon? Either you are not giving enough information that is required or if you have given the information, there may be some link missing somewhere. Basically, we want the decision. If you can convince them that diesel is being used all over the world and that it is better than CNG, which you yourself know, then, I am sure, the Supreme Court will take a decision accordingly. I am sure the Supreme Court is not standing on any prestige; they take decisions based on information. They took the decision earlier based on information that was available on that day. Now, if you supply more information, they will take a fresh decision, I am sure. Unless you take this decision, what is happening on conversion of...

उपसभापति : आपको मालूम नहीं है। You don't know that we have been discussing it at length for some time. All these matters have been settled. And we had a very wise...

SHRI SANTOSH BAGRODIA: Madam, I raised it because he did not mention it in his concluding line. And, if he has already finished it, I will not like to repeat it. ...*(Interruptions)*... But, I have not completed ...

one second. If anything has already been replied, I will go through the records. I will not waste the time of the House. There is another point. This point might not have been raised. So, I am raising it. One company, maybe M/s New Gas or some other company, is handling the CNG conversion. It was mentioned in the newspapers...

THE DEPUTY CHAIRMAN: It was raised by the Chair.

SHRI SANTOSH BAGRODIA: Now, I understand that an amount of forty, fifty, sixty or hundred crores has been collected by this company for conversion. If this conversion is not required now, what will happen to the money that has been deposited by various operators on the basis of the Government order or the Supreme Court order? What precaution will the Government take in this regard? I hope there is no scam in this whole process. These are the only two points.

THE DEPUTY CHAIRMAN: I am sorry; these were raised. That is why I say I am happy if Members of Parliament are present all the time in the House so that they do not have to speak again on many issues. All these issues were raised. He has finished his reply. He has mentioned the company's name also. But it is not only the company, even ordinary mechanics are putting these pipes and converting the vehicles; that is why there is this crisis. Now, Mr. Khanduri has to reply. Of course, he has to reply very little. ...*(Interruptions)*... No, no. It is enough. I have to clear seven Bills today. So, you will have to sit here till 9 o'clock. For the work that you didn't do on four days, you will have to finish all these seven legislations today.

श्री प्रमोद महाजन : मेरे कमरे से बिना सी.एन.जी. व्हीकल यहां दौड़ते आए हैं।

उपसभापति : इसीलिए तो पहुंच गये। खुशी की बात है आप आ सके, हादसा नहीं हुआ।

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJ. GEN. (RETD.) B. C. KHANDURI) : Madam Deputy Chairperson, I am thankful for the opportunity that you have given to me for responding to the debate. Eight hon. Members spoke and, in-between, a couple of others intervened in the debate. There are quite a number of observations made by hon. Members that pertain to the activities of the Central Government. But there were also a number of points raised by hon. Members that come in the domain of the State Governments. I will try to respond to all those points. But before that, Madam, I want to state

that this is a very simple Bill, in as much as that it only involves the withdrawal of certain concessions that are being given to CNG, electricity and solar power driven vehicles. In 1994, the idea was to encourage all these things. At that time, the technology was not developed and it was felt that individuals or groups of people who wanted to get into this, should be given the freedom to do so. The freedom was that they could select their routes, they could select their fares and so on and the State Government did not have any control. Over a period of time, during the last seven or eight years, the number of vehicles has become so large that it is creating traffic problems and also management problems for the State Governments. As Shri Ram Naikji just now brought to the notice of the House, Delhi and Mumbai are the two cities where it is being used in very large numbers and, therefore, in these two cities particularly, the problem was becoming acute. Also now, over a period of time, the technology has been refined. We have come to a stage where the technology, particularly about the CNG, is fairly well-established and, therefore, mass-production is also taking place. The third point that is relevant and which has been mentioned by many Members is, apart from Delhi and Mumbai, CNG is not likely to be available at other places in the near future. Therefore, if we delay the withdrawal of these concessions, it is not really going to benefit anybody. Some Members said that the time is not ripe for doing it. I would just say that in these two cities, namely, Delhi and Mumbai, there is a lot of confusion and chaos because of the unmanaged and uncontrolled number of vehicles which are going into various routes; selecting their own routes; fixing their own fare. Therefore, I think, it is very proper that we should now withdraw these concessions. I am very happy that most of the Members have approved this, and even those few Members who questioned it have only said that the time is not proper at the moment and asked what type of facilities we would be giving to others.

Madam, there are some common points which have been raised by the Members. I will cover them first; and then quickly go through the individual points which have been raised by the Members. The licensing system has been commented upon by many hon. Members. Easy way of getting a licence, duplication of licences, unauthorised people driving vehicles, all these things have been brought out. Now, what we are doing at the Central level is, a Committee was set up to go into this and see how we can manage it. Basically, the licensing system is totally controlled by the States. The Central Government cannot interfere with it. It has no role to play, except to coordinate and see to it that it is not misused. Therefore

committee was set up. Now, that committee has come to a conclusion. A computerised system, a smart card for the licensing system, has been suggested. About three months back, we had suggested to all the States; we have also offered to them that the cost of computerisation will be borne by the Centre. We are encouraging the States to go in for this system. A number of States are going in for it. In fact, we are also now trying to develop and evolve an all-India system whereby anybody who has a driving licence can be identified, located at any place, at any of the transport offices in the country. This system will take a little time, but, initially, the smart card system has been made operational in some of the States. Once this comes, then this duplication, getting the licence at your own residence without even going for a driving test, all will vanish. This system, thus, ensures that any offence which has been committed will be registered; it helps in finding out who has given that licence and all such details. So, if a mistake is made, the people are identified.

The other question which was raised, was about the number plate -- some Members have raised a point about the new type of number plates. I would like to inform the House that we have issued a notification on 28th March, 2001, and, as per that notification, a new system has been evolved for number plates of vehicles. This has been done with two aims in view. One is, there is a common complaint that anybody can just paint a number plate, change it, and even those people who steal vehicles, change the number plate and cannot be identified. The new number plate that is going into effect will be unremovable. If you remove it from the vehicle, it will get destroyed, it will break. There is also a secondary tag on it which will be self-destructive. If that card which is put on the windscreen is removed, then also it get destroyed. Therefore, you cannot change the number plate. You cannot remove the number plate. If you remove it, it will get destroyed and you will be without a number plate.

The second thing that we have done is; it has been gone into technically and scientifically and it is found that the best visibility or readability of a number plate is a yellow background and black numbers. Therefore, this type of plates will be used by all commercial vehicles. The private vehicles which are presently using number plates with a black background and white numbers will be using a white background and black numbers. This has also been found to be easily readable from a longer distance. So, this change will take place. The change is scheduled to take place from 1st October this year, and is to be completed by 1st October,

2002. Thereafter, the old system of number plates will vanish.

SHRI SANGH PRIYA GAUTAM: What about the language of the number plate?

MAJ. GEN (RETD.) B.C. KHANDURI: A provision regarding language already exists. In 1992, an amendment was made to the existing modifications. Earlier on, the system was that you only had English words and Arabic numerals. Now, as per that amendment, if the States want, they can have the regional language. But it will be in addition to this number plate, which will be in English words and Arabic numerals.

Therefore, you have to have plates in front and rear, of this type. In addition, if you want to have it in the local regional language, which is acceptable under the Eighth Schedule, you can have it in addition.

Road accidents was talked about and many suggestions have come, particularly, about the Supreme Court ruling. We would look into that. I would just like to inform the House that the length of the roads has been increasing in the country. Today, the length of roads is 33 lakh kms. Every year, there is a 4% increase in the length, at the village level and at the highways level. But the increase in the number of vehicles is 10% per year. In 1980, we had 45 lakh vehicles on the roads, but, today, we have 4 crore vehicles. That is the trend of the increase in the number of vehicles. Therefore, to some extent, the accidents happen because of this also. Anyway, we are trying various methods to reduce accidents. It is not a good thing to have so many accidents. To contain accidents, we are working at two levels: One, at the technical level, and the other, at the managerial level.

As far as the technical aspect is concerned, it depends on the road geometrics, improvement of the road, widening them and improvement of the signals. All these things come under the technical aspect. A lot of work is being done on this. I am sure, the House is aware of the way we are trying to improve the roads in the country spending as many as Rs.16,000 crores per year. This is the extent of expenditure incurred by the Centre. Definitely, the results would start coming in a year or two.

Last year, we had a decrease in the number of accidents and in the number of deaths. Similarly, as far as the managerial things are concerned, a suggestion was given on training. I would like to inform the House that from 1998, we have started training the people. So far, we have trained 13,200 people. The expenditure incurred, per person, is around

Rs.500. This is a programme of training the drivers. We are imparting training by other methods also. This includes educating the people through signposts, stickers, newspapers, and through fun camps in schools and colleges. All these things are being done. We are seriously looking at reducing the number of accidents.

An hon. Member has spoken about the condition of roads. An hon. Member said that the Budget allocation is not enough. Madam, I would like to inform the House that the Budget is definitely being increased for roads. If you see the total volume of work on the National Highways itself, just to quote a figure, in 1998-99, the Plan expenditure was Rs. 2,229 crores. This year, it is Rs.5,000 crores. It is more than double. Therefore, roads are being given due attention. We are trying to improve the roads.

Madam, the House is also aware of the Prime Minister's dream project, the National Highways Development Project, whereby we intend to lay 4-lane, 6-lane and 8-lane roads, 13,252 kms of roads, with the latest technology. Madam, the House would be happy to know that due attention is being given to roads. The results should come very soon.

Madam, another Member observed that the cess collected, particularly, by the States, was not ploughed back into the roads sector. Well, we are advising the States. As far as the Centre is concerned, this House had passed a Bill, which laid down how exactly the cess should be imposed. It was decided to impose one rupee per litre, in the case of diesel, and one rupee per litre, in the case of petrol. It is very clear. It can't be changed. We are using that money. This House also laid down as to how the cess should be spent. Fifty per cent of the diesel cess goes to the rural roads, pooling itself to 50% of the petrol cess. After that, 57.5% goes to NHDP, 30% goes to the States and 12.5% goes to the Railways. This year, the States have been given Rs.1,000 crores for the maintenance of State Highways, and Rs.2,500 crores for the rural roads. Therefore, at the Central level, the cess is being used very effectively and very usefully.

THE DEPUTY CHAIRMAN: You are answering the questions on this Bill or these are answers beyond the purview of this Bill? ...*(Interruptions)*...

MAJ. GEN. (RETD.) B.C. KHANDURI: Madam, the first part of my reply dealt with the questions on this Bill. Now I am replying to the questions raised by many members. ...*(Interruptions)*...

To sum up, I say that things like encroachments, overloading, RTOs being very corrupt and inefficient, all these things relate to the State Governments. We are interacting with them. We advise them. We get together. We have a lot of meetings with them. They are also trying to improve things. Therefore, mutually, we are trying to improve things.

THE DEPUTY CHAIRMAN: No, no. ...*(Interruptions)*... Just one second. ...*(Interruptions)*... As far as the Motor Vehicles Amendment Bill, 2001 is concerned, the answer, more than necessary has come. ...*(Interruptions)*... Roads are in thousands and thousands of kilometres in India. If we try to travel today on all roads, we cannot cover any place here, even the 4, Akbar Road. Now that is over. ...*(Interruptions)*... No question.

SHRI N.K. PREMACHANDRAN: What about the CNG? ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: He has clarified it. ...*(Interruptions)*... I can answer on his behalf if I heard him clearly. He said that even for two metropolitan cities, Delhi and Mumbai, they do not have gas. So they are going back to the Supreme Court to take its permission for reducing the number or whatever hearing they may give to them. That is what is there. So there is no city involved in it because there is no gas. If they convert them, they would be only stationed without gas.

श्री अनन्तराय देवशंकर दवे (गुजरात) : महोदया, मैं ने कहा था कि जो सेक्शन आप डिलिट कर रहे हैं। any vehicle which is operated by electric battery, compressed natural gas or solar energy आप सोलर इनर्जी और इलेक्ट्रिक बैटरी को भी निकाल रहे हैं। मैं ने कहा था कि आप कम्प्रेस्ड नेचुरल गैस निकाल दीजिए, लेकिन यह क्यों निकाल रहे हैं। इस के लिए या तो आप अमेंडमेंट लाएं या उस समय आप को नया बिल लाना पड़ेगा।

MAJ. GEN. (RETD) B.C. KHANDURI: Madam, as I said in the beginning when this exemption was given, at that time technology was not developed. We wanted to encourage it. Now, during the last seven or eight years whatever technology has to be developed, has been developed. By giving concession nothing more is going to happen. ...*(Interruptions)*... Therefore, this technology . ...*(Interruptions)*... It is not much in use. ...*(Interruptions)*... Whatever concession is being given, that is only on paper. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: If you do not keep the concession or the incentive, then who is going to convert it into battery? Incentive is there to encourage people to convert it into battery. ...*(Interruptions)*...

MAJ. GEN. (RETD) B.C. KHANDURI: This incentive should be of a different type that you can charge any amount you like, you can take any route you like. So that is the incentive of a different type. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: I am not happy with the incentive that you are giving them the liberty to charge whatever they want. These rates can be very exorbitant. Why should they charge whatever they want in the name of controlling pollution. ...*(Interruptions)*...

SHRI DIPANKAR MUKHERJEE (West Bengal) : Battery-driven vehicles are not for covering long distances. ...*(Interruptions)*.... They are only for a limited use. ...*(Interruptions)*.... If you do not give incentives, they will not develop battery-driven vehicles. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: You should keep it in the hands of the Government like as it is in the case of other things. There should be some authority to decide what they should charge. If he says that he would charge Rs.100 per kilometre, are you going to agree?

MAJ. GEN. (RETD) B.C. KHANDURI: We are not going to allow this. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: That is over now. All the answers are there.

Now the question is:

"That the Bill to amend the Motor Vehicles Act, 1998, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MAJ. GEN. (RETD) B.C. KHANDURI: Madam, I move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN : Now, I want the indulgence of the House. We took quite a long time for this one page Bill. Since it was a very important Bill, there were very serious considerations. Though the Bill may look very small, very important suggestions were made by hon. Members -- Mr. Fali S. Nariman, Mr. Premachandran and others -- who have participated in the debate. I also intervened many a time and put questions and shared my experience. The Minister of Petroleum and Natural Gas took advantage of it and answered some points which concerns him. Otherwise, the House would have asked him for a *suo motu* statement and, naturally, we have clarifications on that statement. So, we put together everything into it and passed this Bill and the clarifications about the bus tragedy. May I have the indulgence of the House? There are two repeal Bills before us pertaining to the Ministry of Railways. The first one is: The Indian Railway Companies (Repeal) Bill, 2001, and the second one is the Railway Companies (Substitution of Parties in Civil Proceedings) Repeal Bill, 2001. I asked the Minister about the Bills. He said that the Railway Companies (Substitution of Parties in Civil Proceedings) Repeal Bill, 2001, has become redundant because it is included in the Constitution itself. The second Bill, i.e., the Indian Railway Companies (Repeal) Bill, 2001, comes under the Companies Act. So, it has also become redundant. If the House so agrees -- Mr. Lalit Bhai Mehta and Smt. Chandrakala Pande have gracefully withdrew their names -- we can take them up quickly. I would like you to discuss a Bill which is very important, as far as women are concerned, and it is the Pre-Natal Diagnostic Techniques (Regulation and Prevention of Misuse) Amendment Bill which concerns the misuse of the diagnostic techniques in finding out the sex of an embryo, which we all are concerned about, because there are many hundreds and thousands of women suffering in India because of this. We do not know what happened because the foetus is killed in the womb itself. We will be happy to discuss this Bill. There are two more repeal Bills. The first one is: The Influx from Pakistan (Control) Repealing (Repeal) Bill, 2001. This has also become redundant. This is Mr. Advani's Bill. And the second one is, the Banking Companies (Legal Practitioners' Clients' Accounts) Repeal Bill, 2001, which has also, as I was told by Shri Patil Saheb, become redundant. All these Bills are just repeal Bills are lying in the archieves. These Bills have no meaning. These are half-a-century old. So, now, let us take up the repeal Bills first.